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THE HONGKONG DISPENSARY.

Established A.D. 1841.
Hongkong, 12th August, 1895.

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The Daily Press.

HONGKONG, SEPTEMBER 19TH, 1895.

Our Tientsin correspondent states the interesting fact that Lieut. TAYLOR, R.A., of Hongkong, is now in the northern port en route for Mongolia with an Australian mare. Mr. TAYLOR hopes to arrange an experiment in breeding with some intelligent Mongol. This spirited attempt will be watched with much interest by all lovers of the Chinese pony and down the littoral. The uncouth little brute known as the China pony at present embodies nearly all the demerits to which horseflesh is heir: a rascally and thick temper, a big head, a short neck, a convex and hard ridged back, skimpy loins, and huge bony hams. His unkempt shaggy coat intensifies all these to the nth degree. Yet with all his faults we love him; he is so staunch and plucky, so indestructibly improvable when treated patiently and firmly. The world all over may give an easy lead in most respects to the pampered (I judge of Asia, but all the same we doubt if they have their peers on the globe for spirit and for endurance on starvation commons. These are qualities which redeem him, and give him a steady place in the affections of all Eastern sportsmen.

Mr. TAYLOR's venture is not the first attempt in this direction. When the allies left Chihli in 1862 the cavalry officers, instead of sending their mares and horses to the kin or cows, wisely left them for nothing to the dealers, who were easily persuaded to take them up to the plateau. For some years the Tientsin and Shanghai experts were confident that they saw the effects of these new strains. Professor FLEMING, the distinguished Army vet, was at that time in China and made an intimate acquaintance with the Mongol pony both in Chihli and Manchuria. He expressed strong doubts if cross breeding could in any way improve the animal without sacrificing its present merit of endurance. Since that time, however, things have spontaneously improved, and the Professor's fears have not been realized. The ponies which now come down are certainly better bred, better shaped, and faster than formerly. The high prices offered for pace and sometimes for shape in Hongkong and Shanghai have undoubtedly contributed to this. The dealers have stimulated the breeders, and artificial selection has largely superseded natural selection among the studs. The smaller men who keep four or five mares and one horse have been especially successful, though unlike the Aberdeen farmers with their bulls, they have not yet learned the advantage of a rotation of arcs. For years, if not for centuries, the coarseness of the

breeding has been fully explained by its absolute promiscuousness.

Racing men will probably be willing to sacrifice endurance for speed, much more so if the mares would willingly sacrifice it for "form"; but we have our doubts on other grounds if Mr. FLEMING's prognosis is justifiable. The fact that a China pony in Mongolia hands borders on starvation all his life shows that his powers of endurance are scant in their origin. Our own opinion is that they are chiefly due to the wise conservation of the Mongols in keeping their colts and fillies off the labour market, and of the end until they are thoroughly matured. The vicious promiscuousness of horse life, which now obtains in England and in Europe is unknown to the Tartar. Two-year-old mares would seem all but criminal and certainly fit to be put to the sword, either adorning a four-wheeler or the barrow of the peasant man, if he has not been lucky enough to be relegated to the mares. If this rational tardiness is to mark any results of Mr. TAYLOR's new departure, we shall have to wait a good while to make comparisons; if, unhappily, Western science is followed the experiment will lose much of its instructiveness. *Verbo sup!*

The existing neglect of the horse on the part of the Chinese is only one phase of that universal degeneration which has undermined the national vitality. In the millennium before Christ, under the Ch'ao's, the Chinese bred horses with all the success which even in these days marks their progression of the humble ass and his mongrel kinsman the mule. Their Ch'ao Emperors legislated for the horse with a zeal and a success equal to those which ALEXANDER the Great bestowed on the horses of Cappadocia. Horses were classified roughly as bloods, chargers, squire-horses, post-horses, hacks, and common beasts of burden; and mongrelism was strictly forbidden. The Imperial cavalry reached the respectable number of forty thousand; the art of riding and racing were assiduously cultivated; the military craft was honourable, and horse-soldiers, as among contemporary Westerns, marked its climax. During the HAN dynasty (200 B.C.—200 A.D.) the horse deteriorated with everything else; in the South the growing pressure of population and the increase of waterways probably crushed him out of existence as a competitor of man in the labour market. Equine manures improved under the T'ANGS (600—900 A.D.); hippo again waxed great in the North and at one time the pony population reached 800,000. Then, once more, under the SUNGS, just before MARCO POLO's time, he waned, and the country went down under the hoofs of the Mongol chargers. Nemesis in the shape of the animal they had neglected. Old MARCO MILLIONE deals with his usual numerical liberality when he introduces the horse. He ascribes 100,000 troops to an ordinary Tartar Prince going forth to war. The pony in his day not only carried his master eight or nine hundred miles in ten consecutive days, but nourished his rider by allowing his vides to be tapped for refreshing draughts of blood. KUBLAH keeps a stud of 10,000 "all pure white without a speck" and at New Year receives a hundred more stood free in stall.

Such was the custom of the Great Khan; but this was sheer poverty to the great KHAN's paddocks; his manes, post stable had 200 saddled and bridled and 200 feeding free in stall, and his postal establishment reached the enormous aggregate of 300,000. The latter day Chinaman has truly some reason to hate the old coloped, seeing his country has been three times invaded and his Government destroyed by its prowess; but for the obvious reason the gross negligence now displayed towards the horse by the Manchus is inexplicable, except on the grounds of universal dry rot. Cavalry played no part in the late war, although its potentiality on the Chinese side was infinite. If the Imperial Government could spare a few commissioners and a modest sum of money to follow the example now being set to them by a gallant young British officer they might do more to revive the antique prowess of their ancestors than by a century of diplomatic locus pocus.

A meeting of the China Association is to be held this afternoon.

The following appointments have been made at the Admiralty—Lieutenants—B. H. Grant, to the *Reindeer*, to date August 28th; E. C. Carter, to the *Spartan*.

In connection with the recent fire at Canton, reported in our Tuesday's issue, it is to be hoped the rule that houses rebuilt after a fire are to be set two feet further back on each side of the street will be enforced, and that thus one of the principal causes of the weekly winter conflagration will, in part at least, be removed. It is a pity that the rule is not enforced, and that the places of those destroyed by the fire. The street where the fire broke out leads into the city from the near the steamer wharves.

There are at present some six or seven of the Canton gunboat squadron laid up in the back roads. They are tied together in pairs, perhaps with a view to economy, as they are considered too old to be sent to sea, or perhaps for mutual protection to prevent the rise of thieves borrowing for a cruise or an exploring expedition, or with a view to start a new republic. Strange to say, the last vessel of the fleet, the Armstrong, a 100-ton gunboat, was the last to be sent to sea, and it is now in the hands of the Chinese Government.

Four new houses are to be built on the French concession, Shanghai, the foundations for which are now being laid. They are to be residences, for lease or purchase, and are to be three stories high. These will be the first three-story buildings erected on Shanghai. They are being built by Mr. Karamia, an Indian lady residing in the French concession, who has purchased a large house property on Shanghai, which has proved a remunerative investment. In addition to the houses to be built for Mr. Karamia, a block of houses is to be erected by the Catholic Mission on ground at present covered by a long wall which has been quarantined for a long time, and has been used as a place of refuge for the Chinese. The new houses are to be built on the French concession, and are to be three stories high. They are being built by Mr. Karamia, an Indian lady residing in the French concession, who has purchased a large house property on Shanghai, which has proved a remunerative investment. 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The new houses are to be built on the French

NOTICE TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUZ, JEDDAH, SOUKHIM, MAS, SAKAL, JEDDAH, ADEEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship "MARIETTA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This vessel brings on Cargo—
From Calcutta ex S. S. "Imperial", transhipped at Colombo.
From Trieste ex S. S. "Imperial", transhipped at Bombay.

From Venice ex S. S. "Carlotto", transhipped at Trieste.
From Odessa ex S. S. "Elettra", transhipped at Port Said.

From Odessa ex S. S. "Elettra", transhipped at Port Said.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon, Tuesday.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the undersigned before Noon on the 18th instant, or they will not be received.

No Goods remaining in the Godowns after the 19th instant will be subject to sale.

Bills of Lading will be countersigned by S. J. VAN BUREN & CO., Agents.

Hongkong, 12th September, 1895. [1895]

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, PENANG, AND SINGAPORE.

THE Company's Steamship

"PINGSUEY" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the undersigned before Noon on the 19th instant, or they will not be received.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant will be subject to sale.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 13th September, 1895. [1919]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"KUTSANG" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

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Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 14th September, 1895. [1895]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA," FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamship having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

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Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

Bills of Lading will be countersigned by DODWELL, CARILL & CO., Agents.

Hongkong, 14th September, 1895. [1895]

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE," FROM HAMBURG, ANTWERP, LONDON, AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

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Bills of Lading will be countersigned by DODWELL, CARILL & CO., Agents.

Hongkong, 14th September, 1895. [1894]

STEAMSHIP "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London on S.S. "Nephe" and "Sire", from Havre on S.S. "Nephe", in connection with above Steamship, are hereby informed that their Goods will be landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

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VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOCHOW.

THE Company's Steamship

"HAIKUN" Captain Roach, will be despatched for the above Ports To-DAY, the 19th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAIDLAY & CO., General Managers.

Hongkong, 17th September, 1895. [1895]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND, PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TSINAN" Captain Geo. Ramsey, will be despatched To-DAY, the 19th inst., at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th September, 1895. [1895]

FOR CHEFOO AND TIENTSIN.

THE Steamship

"FUPING" Captain Lehmann, will be despatched for the above Ports To-DAY, the 19th inst., at 5 p.m.

For Freight or Passage, apply to CARLWITZ & CO., Agents.

Hongkong, 12th September, 1895. [1895]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"ZAIROU" Captain Garard, will be despatched for the above Ports To-DAY, the 19th inst., at 5 p.m.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN & CO., General Managers.

Hongkong, 18th September, 1895. [1895]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for Ningbo, Chefoo, Newburgh, Tientsin, Hankow, and Fuzhou on the Yangtze.)

THE Company's Steamship

"MENLAUS" Captain Towell, will be despatched as above To-MORROW, the 20th inst., at DAYLIGHT.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th September, 1895. [1895]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.

(Subject to Alteration.)

ASLON Saturday 21st Sept.

ATMOORE Tuesday 15th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ASLON" will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via SHANGHAI, KOBÉ, and YOKOHAMA, on the 21st September.

Consular Invoices of Goods for United States should be in Quinquebrat form, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & CO., Agents.

Hongkong, 19th September, 1895. [1895]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"EVANDALE" (via Amoy) Tuesday, Sept. 26, 1895, at Noon.

COTIC (via Nagasaki, Kobe, Inland Sea, and Yokohama) Thursday, Oct. 17, 1895, at Noon.

GALIC (via Nagasaki, Kobe, Inland Sea, and Yokohama) Tuesday, Nov. 5, 1895, at Noon.

Bills of Lading will be countersigned by DODWELL, CARILL & CO., Agents.

Hongkong, 14th September, 1895. [1894]

STEAMSHIP "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

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No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant will be subject to sale.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

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COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London on S.S. "Nephe" and "Sire", from Havre on S.S. "Nephe", in connection with above Steamship, are hereby informed that their Goods will be landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the undersigned before Noon on the 19th instant, or they will not be received.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant will be subject to sale.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

Bills of Lading will be countersigned by DODWELL, CARILL & CO., Agents.

Hongkong, 14th September, 1895. [1894]

STEAMSHIP "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London on S.S. "Nephe" and "Sire", from Havre on S.S. "Nephe", in connection with above Steamship, are hereby informed that their Goods will be landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

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Hongkong, 14th September, 1895. [1894]

VESSELS ADVERTISED AS LOADING.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOCHOW.

THE Company's Steamship

"HAIKUN" Captain Roach, will be despatched for the above Ports To-DAY, the 19th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAIDLAY & CO., General Managers.

Hongkong, 17th September, 1895. [1895]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND, PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TSINAN" Captain Geo. Ramsey, will be despatched To-DAY, the 19th inst., at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th September, 1895. [1895]

FOR CHEFOO AND TIENTSIN.

THE Steamship

"FUPING" Captain Lehmann, will be despatched for the above Ports To-DAY, the 19th inst., at 5 p.m.

For Freight or Passage, apply to CARLWITZ & CO., Agents.

Hongkong, 12th September, 1895. [1895]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"ZAIROU" Captain Garard, will be despatched for the above